

<sup>(12)</sup> **UK Patent Application** <sup>(19)</sup> **GB** <sup>(11)</sup> **2 368 565** <sup>(13)</sup> **A**

(43) Date of A Publication 08.05.2002

(21) Application No 0200541.1

(22) Date of Filing **13.04.1999**

**Date Lodged 11.01.2002**

**(30) Priority Data**

(31) 98087521 (32) 25.04.1998 (33) GB  
(31) 98087505 (32) 25.04.1998

(62) Divided from Application No 9908257.0 under Section 15(4) of the Patents Act 1977

(51) INT CL<sup>7</sup>  
B60R 19/38

(52) UK CL (Edition T )  
B7B BSEM

(56) Documents Cited  
GB 2321624 A US 4264093 A

(58) Field of Search  
UK CL (Edition T) B7B BSEM  
INT CL<sup>7</sup> B60R 19/24 19/38 19/40 19/56 21/34  
ONLINE: WPI, EPDOC, JAPIO

**(71) Applicant(s)**

**Bayerische Motoren Werke AG**  
(Incorporated in the Federal Republic of Germany)  
Petuelring 130, BMW Haus, D-800 München 40,  
Federal Republic of Germany

(74) Agent and/or Address for Service

**Land Rover**  
**Patent Department 53W5/12, Warwick Technology**  
**Park, WARWICK, CV34 6RG, United Kingdom**

(72) Inventor(s)

**Darryl Moore**  
**Nicholas Lawrence**  
**Bryan Andrew Cannon**  
**Richard Gilmartin**  
**Michael Wynn**

(54) Abstract Title

### A vehicle front impact arrangement

(57) A vehicle front impact arrangement 102 comprises a fender element, or bumper, 105 mounted upon a slide mechanism in order to be displaceable between a displaced position (shown in solid lines) which is above a vehicle's approach angle profile A-A and a normal position (shown in hatched lines) where a substantially broader collision front area is provided for the vehicle in order to reduce the leg bend of a pedestrian in collision with the vehicle. The displacement of the fender element between the displaced position and the normal position may be substantially parallel to the longitudinal axis of the vehicle (as shown), or it may be at an angle thereto (see figure 5). Propulsive means such as a pneumatic/hydraulic ram or mechanical drive mechanism may be provided for displacing the fender element, and this displacement may be brought about upon the sensing of a collision.

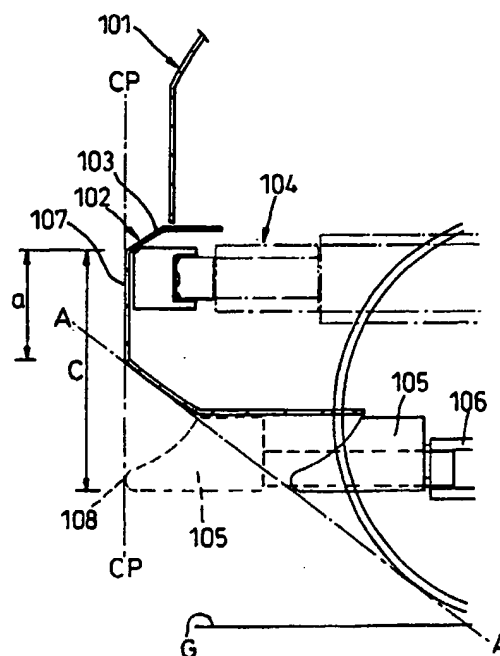


FIG. 1

**BEST AVAILABLE COPY**

GB 2 368 565 A